

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

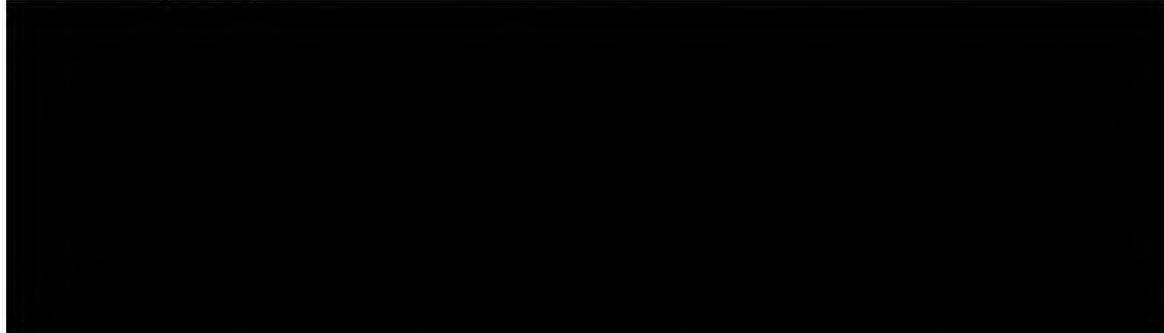
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COUNTRY	Czechoslovakia	REPORT NO.	25X1A
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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

25X1X



- 25X1A 1. [REDACTED] the Czechoslovak Airlines (CSA) were still stateowned but operated as a civilian enterprise. [REDACTED] there were no Soviet directors of the company and the aircrews were composed entirely of Czechs. 25X1X
- 25X1A 2. [REDACTED] the company owned the following planes. The aircraft were in poor condition, because of the non-availability of parts.

Type	Number
C-47	32
JU-52	3
Siebel	4 or 5
IL-12	5 (2 of which were in use)

3. Obtaining parts was a major problem for the CSA. The company had ordered 10 IL-12's from the USSR and had received only five [REDACTED] at which time only two of the five were in use. These planes arrived as 32-passenger craft but were modified after arrival to carry only 26 passengers. In 1949, after an accident involving an IL-12, the planes were recalled to an airfield in Moscow for modification of the wing structure. The return to

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STATE	#x ARMY	#x NAVY	#x AIR	#x FBI	AEC	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
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(Note: Washington Distribution Indicated By "x", Field Distribution By "#")

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Moscow was carried out as follows: Czech crews flew the planes to Warsaw, where Soviet crews took over for the flight to Moscow, carrying the Czech crews as passengers. The planes remained in Moscow approximately one week for the completion of wing structure modification. The return flight was carried out in the same manner. [REDACTED] the airfield in Moscow at which this modification was carried out.

4. After the aircraft were returned, the passenger capacity was reduced to 18. [REDACTED] since 1950 the passenger capacity of the craft has been reduced to 16 or 14. Since parts for these craft were unobtainable from the USSR, it was necessary to use two or three of the planes for spare parts only.

5. As of 1950, CSA had from 130 to 150 aircrew personnel, 32 of whom were radio operators. Pilots of the Czechoslovak Air Force were assigned or ordered to report to CSA through the Ministry of Defense. As of [REDACTED] CSA aircrews and maintenance personnel were still being obtained from the Czechoslovak Air Force on a temporary duty basis.

6. CSA craft were not permitted to fly over Soviet territory. As of 1952, it was possible to book passage to China through CSA offices in Prague, but the entire flight was made in Aeroflot aircraft from Prague, via Moscow.

7. From [REDACTED] refresher course for 25X1X radio operators and navigators conducted at Prague-Ruzyně Airfield by CSA. On completion of the course, tests were given by the Ministry of Posts and Telegraph and the Ministry of Transportation. [REDACTED] no information on Czechoslovak Air Force navigation schools. CSA had none as of [REDACTED]

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